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1. with much ado, another stretch of the West Berlin railroad bypass was opened on 23 November 1952. This stretch is 17.9 kilometers long and joins Karow-Muehlenbeck-Heidekrautbahn-Birkenwerder. The speed of traffic on this stretch is limited to 30 kilometers an hour. There are still five slow places (La-Stellen).
2. Two construction trains and workers from VEB enterprises are still employed. It had been ordered that trains proceed carefully between Muehlenbeck and Birkenwerder because the signal equipment is not yet completely installed owing to a shortage of materials.
3. For the most part the superstructure is formed of profile 6 tracks. The rails are made of short pieces, six to nine meters long, which are welded together to make standard lengths. Breaks in the track appeared already during the construction. The official safety load is still limited to 700 tons.
4. The branch line between Ahrensfelde-Pankow-Heinersdorf was torn up for a length of 4.2 kilometers. The tracks and switches were made available for the construction of the by-pass. Now it has been established that this was done by mistake and consequently the "saboteurs" responsible for this are being sought. The Russian headquarters has become interested because a coal storage dump which it maintains in Ahrensfelde is now without a rail connection.

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